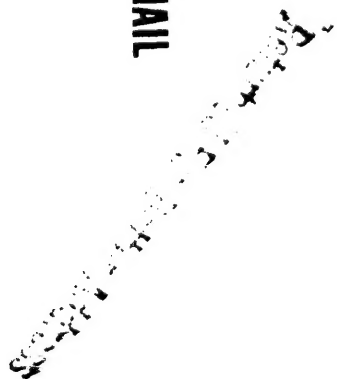


FALCON CLUB OF AMERICA  
629 N. Hospital Drive  
Jacksonville, AR 72076

FIRST CLASS MAIL

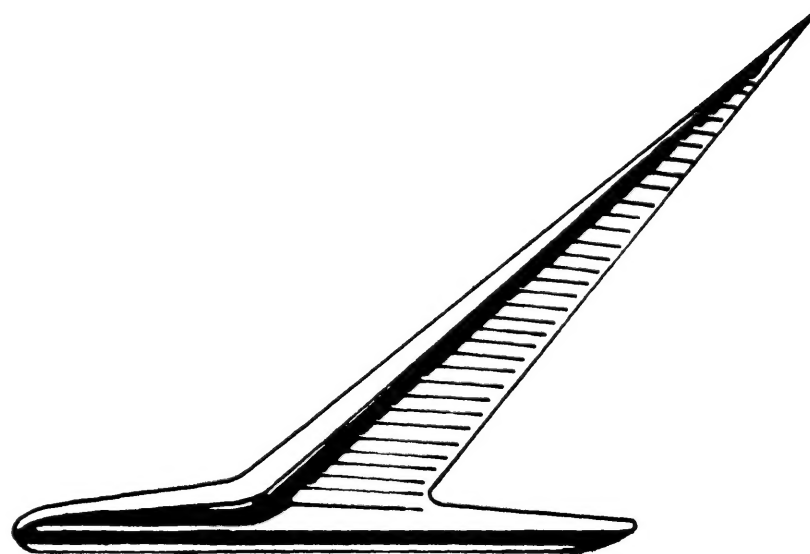


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**The**

# *Falcon*

## **News**



Vol 4 No 11

**JUNE 1983**

THE FALCON CLUB OF AMERICA, INC., is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the state of Arkansas. Yearly dues to The Falcon Club of America are \$12.00 and are payable to The Falcon Club of America, 629 N. Hospital Drive, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 15th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

#### FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.  
Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR 72086.  
Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.  
Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.  
Tour Chairman: Pat Sword, 629 N. Hospital Dr., Jacksonville, AR 72076.  
Editor: Harold A. McLean, 1480 Nora Drive, Tallahassee, FL 32304.  
Partsmaster: James F. Hatcher, 8301 W. 92nd Terr., Overland, KS 66212 (SASE required for reply).  
Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024.

#### BOARD OF DIRECTORS (Number of years in term)

Tom O'Dell, 417 Valley View, East Alton, IL 62024 (5)  
Shrable Williams, Rt. 5, Box 999, Benton, AR 72015 (4)  
Glen Blubaugh, 5420 Buchangan Trail E., Waynesboro, PA 17268 (3)  
Fleming Horne, 7646 Memphis-Arlington Rd., Memphis, TN 38124 (2)  
Barby Brunken, 3236 Amherst, Dallas, TX 75225 (1)

#### CHAPTERS

The Dixieland Chapter  
Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134.  
The Lone Star Chapter  
Barby Brunken, 3236 Amherst, Dallas, TX 75225 (Meets every third Sunday. For information call [212] 361-0115.)  
The Founder's Chapter  
Ben Sivils, Rt. 4, Box 521K, Russelville, AR 72801.  
The Gateway Chapter  
Tom O'Dell, 417 Valley View, East Alton, IL 62024.

#### CHAPTERS (Continued)

##### The Rocky Mountain Chapter

Carl MacDonald, 1765 Carmel Drive, Colorado Springs, Colorado 80910.

##### Northwest Falcons Chapter

Edward Murphy, 100-137th S.E., Everett, WA 98204.

##### Falcons Over Indiana Chapter

Larry Wilson, RR 4, Box 116, Alexandria, IN 46001.

#### THE CLUB STORE ITEMS

Memo Pad ("Falcon Club of America" imprint).....	\$ .50
Key Chain ("Falcon Club of America," red on white).....	.50
Hat.....	5.00
Decal (National Club window decal).....	1.00
T-Shirt (Child: S-M-L; Adult: S-M-L-XL).....	5.50
Patches: National Club Patch (3" round).....	2.00
Ford Falcon (oval, blue and gold).....	2.00
Falcon (rectangular, 2"x4", red & gold).....	2.00
Sweat Shirts (Men's, Ladies, grey with red).....	12.00
V-Neck T-Shirts (large only).....	7.50
Ladies Blouses.....	7.50
60-63 Reproduction Shop Manual (includes V-8).....	30.00
Falcon Club of America License Plate (white with red writing).... <i>new---new---new---new!</i> .....	4.00

All prices include postage. All checks and money orders should be made to The Falcon Club of America. Send all orders to Pat Sword, Tour Chairman, 629 N. Hospital Dr., Jacksonville, AR 72076.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.



Larry Wilson's '63 two door holds brand "X" at bay around Alexandria, Indiana!



N.W. Classic Falcons (Ron & Jean) beautifying the streets of Portland Oregon.

### EDITORIALLY SPEAKING...

I'm happy to report that a brief period of rough, stormy sailing is now behind us, and we find ourselves on a smooth sea of tranquility dedicated to the preservation of Falcons. Thus is the attitude of your editor and the goal of this publication. To state it more simply, if you like Falcons, the club wants you. And you couldn't pick a better time to be with us: relations with fellow clubs are vastly improved--thanks to the efforts of President Sword; we are growing in membership quite rapidly; we have a great national meet planned; and our Falcons are running better than ever!

In addition to providing us with an outstanding publication for the past year, Editor Ray Roberts has provided your new editor with a great deal of help in taking over the reins of the Falcon News. The club owes a debt of gratitude to Ray for dedicated service.

**Pictures:** I've received more than thirty lately. Each of them depict a beautiful Falcon (do they come any other way?) but some pics suffer. If you want to see you Falcon in the FN, take a high contrast picture. Put your Corinthian White Falcon in front of a dark brown barn, and DON'T clutter the background. Sometimes a picture that really flatters the car doesn't reproduce well because of the background. Keep it plain. Also very important: print your name and member number on the back.

Classified Ads are in something of a state of change. The board will consider policy on that matter in the near future. In the meantime, there are some procedures to ensure clear, accurate ads: print or type them, include the category in which you want to see your ad, e.g., "Falcons for Sale"; and place the ad in an envelope on a separate piece of paper from your letter when you write. Be sure that if you submit ads in more than one category that each ad is printed on a separate piece of paper. The FN must occasionally edit classified ads to ensure that everybody can have his or her ad in print, however, every effort is made to ensure that the gist of the ad is kept intact.

On then to the delights of this issue. Sit back, enjoy, and be assured that the Falcon lives!



Tommy Bobo's pair of Georgia Peaches. Beautiful Ga. Fall colors highlight these two excellent Falcons.

### PRESIDENT'S MESSAGE

My family and I have now returned home from our trip west. We had a great time.

I would like to thank the members in Tucson, The Los Angeles Falcon Club, also Gary Hutchins from the San Diego Falcon Club and the Falcon Club of Arizona for a warm welcome; everyone went out of their way to make us feel welcome.

I want to thank the Falcon Club of Arizona for presenting me with an Honorary Membership to their club.

Our last stop before returning home was a visit with the President of the Lone Star Chapter, Mr. Barby Brunken and his family. We want to thank them for their hospitality. Mr. Brunken also took me on a tour of the site for the 1983 National Meet to be held in Dallas. It really looks nice and I hope to see all of you there.

As most of you know at this time the Falcon Club has a new Editor. I would like to thank Ray Roberts for the job he did improving the quality of the Falcon News and making sure that it was out on time, only once was it late and this was because the printer was running late. Again, thanks Ray for giving the helping hand when the club needed it.

Be sure to make your plans now for the National meet in Dallas, August 12-13.

President, FCA  
Roy E. Sword

### POLITICS

Because I am interested in running for the Board of Directors, I would like to introduce myself to the FCA membership. My name is Bill Branch and I live in Phoenix, Arizona. I have been a member of FCA for more than a year, am an enthusiastic supporter of the group, and appreciate the leadership of Roy Sword. I am 37, married, with four children, and work as a construction superintendent. I own a 1963 Ranchero V-8 four speed, a 1963 6-cylinder, Ranchero, a 1963 Falcon station wagon, a 1962 Comet custom station wagon, a 1970 Opal GT, a 1952 Anglia, a 1975 Chevy Vega, and a 1978 Plymouth Valorie. I am a member of the Ford Falcon Club of Arizona and a past president of the group. I am also the group's representative to the Arizona Hobbieist Council, and a nominee for vice president of that Council.

## POLITICS (Continued)

I am interested in becoming a member of the FCA Board because I have a strong desire to be a contributor to the national scene. I would like to see FFCA and other non-affiliated groups become a part of FCA, which I believe would strengthen both organizations. To be a truly national club, FCA needs representation from the western U.S. on the Board of Directors. While I have a strong belief in benefitting from the wisdom of past experience, I also believe that FCA can grow through innovation. I guess I would describe my position as a "moderate progressive."

## UPDATE

June 5: North-East Mini Meet, Burlington, VT, to be held under cover from 10:00 a.m. to 5:00 p.m. in the South Winooski Avenue parking garage. Formation of a FCA chapter will be discussed. For more information send a SASE to Howard Stearns, #714, 4 Faith Street, Burlington, VT 05401.

August 12-13: 4th Annual National Falcon Club of America Meet. Dallas, TX, North Park Inn. Hosted by the Lone Star Chapter. For more information call (214)361-0115.

## NEW MEMBERS

Welcome on board new members: Robert L. Nelson, Rt. 1, Box 3828, Sedesboro, NJ 08085; John L. Lewis, 6716 A Saratoga Ave., Tucson, AZ 85708; William W. Larrimore, 116-155th PL SE, Bothell, WA 98011; Thomas G. Jones, 431 Turner St., Cleburne, TX 76031; Donald A. Dickman, 5513 Crosswind Dr., San Antonio, TX 78239; Robert K. Wallace, 8007 Red Lion Rd., Springboro, OH 45066; Joe A. Blaskiewicz, 623 South St., Avoca, PA 18641; David P. Lemke, 1519 Ponderosa, Green Bay WI, 54304.

## OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P. O. Box 3306, San Diego, CA 92103.  
The Ford Falcon Club of Los Angeles, 4873 West 134th Street, Hawthorne, CA 90250.  
The Ford Falcon Club of Arizona, 10209 N. 64th Street, Scottsdale, AZ 85253.  
Fairlane Club of America, 212A Pilgrim Ln., Drexel Hill, PA 19026.  
The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.  
Comet Club, 2520 Homewood Place, White Bear Lake, MN 55110

## TECHNICAL

### FORDOMATIC REBUILD

"Maybe I should have driven it first" I thought as I drove my just bought Falcon home from the car lot. As I pondered this lesson, she finally went into second (high) gear. Lemmie tell you about my Fordomatic: First, let's dispell some myths--

some do it hot,  
some do it cold,  
some do it when they get  
nineteen years old.

The "it" to which I refer is the miserable lack of or delayed shift to second gear. You can forget all of the trouble shooting chart suggestions in the shop manual; those suggestions were written about a brand new transmission. Yours is at least 19 years old. The reason it won't shift: it's plumb worn out!

Actually, it's really simpler than that. Your car won't shift because of two worn "O" rings. About 50¢ worth of rubber. Your friendly transmission place--if you can get them interested will want about \$200 bucks to fix it. Need you spend that much? Nope... not with this, your handy, dandy, pasturized, plagiarized transmission fixing primer. Armed with this masterpiece, you'll spend about \$50 including fluid.

So you've never worked on a Fordomatic before? Well neither had I. I figure that's what I have to offer you: most how-to's are written by experts. Too many steps left out. I'm pretty much a novice like you. Believe it or not, the Fordomatic is easier to rebuild than the simplest of manual transmissions.

Now for this task, you're gonna need several tools that you may not already have. Absolutely essential is a pair of snapping pliers. You will have to expand some rings and contract others, so make sure your pliers go both ways. Second, you'll need a 5" bench vice. When you get to the step where you'll need the vice, you will have only a small part of the trans in your hands so you might be able to visit somebody elses shop for this step. You'll need a lot of absorbent paper. I recommend the Wall Street Journal. Since you're saving so much money on this deal, you'll be looking for opportunities for your surplus cash anyway. You won't believe how much fluid that small aluminum trans can hold. And you won't believe how the WSJ can handle all of it. And you'll need a box full of the regular tools found around a shop. You should also have a shop manual that discusses the Fordomatic, primarily for the illustrations. (For a Buck and a long SASE w/two stamps on it, I'll send you those relevant pages.)  
(send the buck and the SASE to the editor)

We'll get our hands dirty next issue, but for now let's talk about some general issues. First and foremost is safety. There are three critical safety areas in this task. One when you remove the trans, two when you mash the clutch basket, and three when you replace the trans. I can't say enough about safety when you're under the car. The Falcon Club needs you if no one else does. Use high quality stuff to block the car up. The clutch basket compression is hazardous: we'll discuss safety when we get to that step. Second among major concerns is cleanliness. The inside of your trans must be and remain surgically clean. The small passageway in the trans will not tolerate any foreign material. Third is a matter of your self confidence. An automatic trans is not simple...but you can cope with it. Some of my best friends are automatic trans guys, but Rhodes Scholars they ain't. If they can do it, you can too. Go fer it!

#### ROGER ROBERTS' ARTICLE (CONTINUED)

Holman and Moody, like Shelby, had a wish to produce an American auto capable of capturing world championships. Perhaps the first racing application of the engine that would help Shelby accomplish his goal was in the Challenger I.

The car entered the shop as a stock 1962 Futura and exited ten days later a racing vehicle. Overall it's paint was dark blue except for the indents of the sides. These were painted white. Both bumpers were removed and aircraft lights were mounted in the spot once held by the license plate. The rear wheel wells were greatly enlarged to allow faster tire changes.

Inside were the usual gauges, a stock driver's seat that had a padded tubular framework added (to provide lateral support for the driver in corners), and a custom made 36 gallon gas tank.

This gas tank was race legal and took the place of the rear lower seat cushion. Someone must not have liked it's looks and reinstalled the seat cover to it!

Underneath, working back to front, one would notice many parts that had been developed by Holman-Moody for use on NASCAR Grand National Fords. These cars were their main business and their parts bins were full of all sorts of goodies.

Like full floater rear axles as used on the Challenger. The rear springs were from a 1953 Ford and were mounted four inches inboard and above the axle as compared to the stock Falcon.

A four speed transmission and clutch were two of the many parts that were adapted from a 406 Ford. Ball joints were adapted from a Thunderbird. The front springs were full sized Ford.

All of the custom mounted shocks and the wheels and 670/15 tires were parts bin items. Surprisingly the steering box wasn't. It was stock Falcon, all five turns lock to lock.

The engine started life as a 221 but was opened up to 243.968 cubic inches. (A hair short of the four liter class limit.) Other parts came from various Ford engines dating back to 1957.

Challenger was built at short notice and was not given a proper shake down. It would develop a problem with oil starvation at the heads and would spend most of it's only race sitting in the pits while the engine was rebuilt.

This race was the 1962 Sebring 12 Hour. Sources biased to Ford state that the car finished second in class behind the Jim Hall/Hap Sharp car known as the Chapparal. Other sources tell the whole story, drivers Marvin Ponch and Jocko Maggicomo finished in 34th place out of 35 cars.

As I recall the event, Chapparal finished first overall in spite of the "navigation problem" of deep water puddles on the course. There were heavier than usual rains that year and the Chapparal "floated" to the finish line.

After the race Holman-Moody sent the Challenger north to appear in the New York Auto Show. From here it seems to have vanished from the eyes of the motoring press except for one Oct., 1962, article in Cars magazine. I do not have a copy of the article and therefore can not tell of it's content.

Not having full information on the car causes me to guess what it's true purpose in life was. It does not seem logical that the Holman-Moody shop had time to build this "toy" at the start of the NASCAR racing season. Then again, it was Ralph Moody's "toy."

However, I am wondering if Ford had asked to have the car built and raced? By entering events such as Sebring, Ford could attract attention from Chevrolet's pseudo sports car, the Corvair Monza.

Falcon had no trouble outselling the total Corvair line. It was the model breakdown that Ford didn't like. To go head and head with the Monza, Ford had to introduce a Falcon in it's class.

Because of this we were given the 1961 Futura with it's bucket seats. In 1962 1/2 we gained the Sports Coupe Option with the four speed transmission. But there was never a turbo charged Falcon.

No, Lee J. "Coky Cola" directed that the hardtop, convertible, and finally, V-8 Falcon be offered. Getting ahead of myself, these are the cars that have been given as the reason the Challenger projects were dropped.

Anyway, in 1964 the guy that brought us the V-8 Falcon came up with "that other car." "It" killed the Corvair with a little help from someone known to be safe at any speed.

Several years later the Falcon died of a lonely heart.

In the future: Challenger II and III, or, a GT 350 is just a Mustang wearing skunk's stripes.

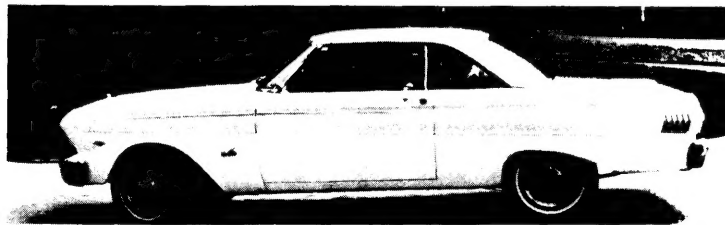
Thanks to these FCA members who have helped with Challenger information: Ed Bucholz, Mr. and Mrs. Duane Gibson, and Pete Poppenheager.

#### TECHNICAL TEASERS

What was the largest factory installed dealer offered stock engine Ford ever put in a U.S. Falcon as a regular sales item?

What is the difference between a Falcon 64A and 64C?

Answers next month courtesy Dick Kitterman!



*Ken and  
Martene Thompson's  
Swanky Hdtp.*

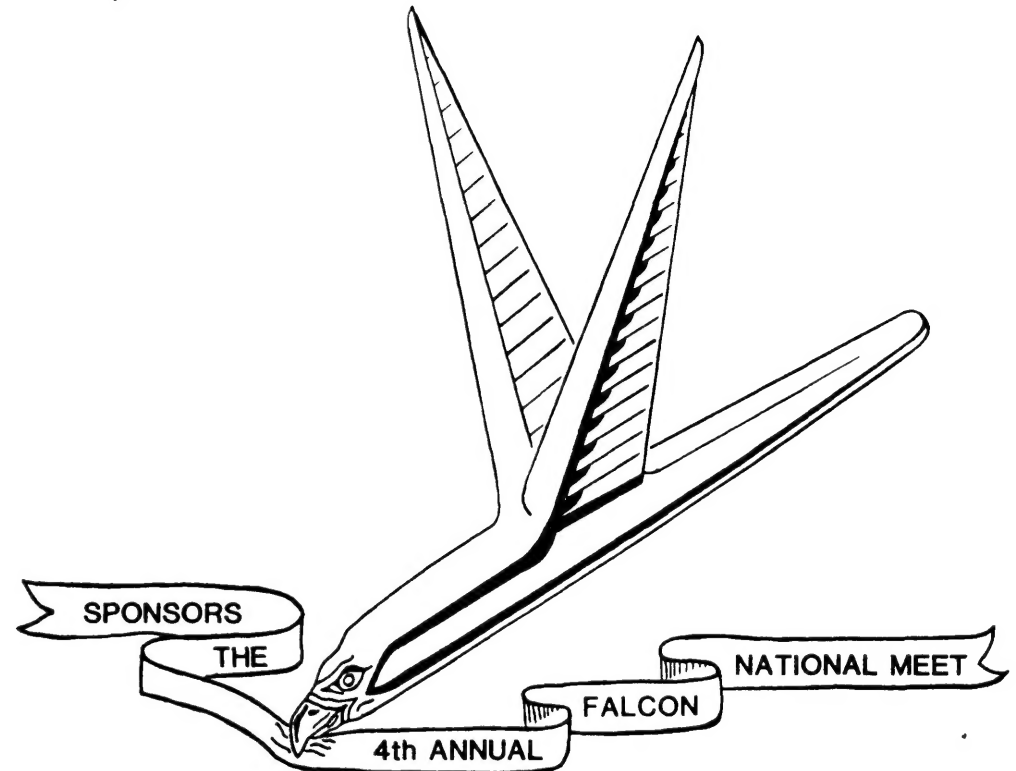


*Dr. Jason Meadors  
bought this '62  
brand new!*

## THE LONE STAR CHAPTER

OF THE

*Falcon* CLUB OF AMERICA



**AUGUST 12-13, 1983**

**DALLAS, TEXAS**

**FOR MORE INFORMATION CONTACT:**

**BARBY BRUNKEN  
3236 AMHERST ST  
DALLAS, TEXAS 75225  
1-214-361-0115**

**LARRY WOOD  
716 PRAIRIEVIEW RD  
CROWLEY, TEXAS 76038  
1-817-297-4596**

FALCON CLUB OF AMERICA  
FOURTH ANNUAL CONVENTION, AUGUST 12-13, 1983

NORTHPARK INN ROOM RESERVATIONS:

Name \_\_\_\_\_ Planned Arrival: \_\_\_\_\_  
Address \_\_\_\_\_ Day \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_  
Planned Departure: \_\_\_\_\_  
Day \_\_\_\_\_ Date \_\_\_\_\_

Accommodations: \_\_\_\_\_ Single Room (one person)  
(fill in number required) \_\_\_\_\_ Double Room (two people)  
\_\_\_\_\_ Double/Double Room (2 beds, 2-4 people)  
\_\_\_\_\_ Rollaway Beds @ \$10/Night

Flat Rate  
Room Fee is  
\$50/Night

- Reservations will be held until 6:00PM local time unless guaranteed by \$50.00 for each room, paid in advance.
- Checkout time is 1:00PM.
- Rooms may not be available until after checkout time (1:00PM).
- Reservations must be made by July 21, 1983 for the above rates to apply.

Mail room reservations to: Northpark Inn 1-214-363-2431  
9300 North Central Expressway  
Dallas, Texas 75231

NATIONAL MEET REGISTRATION:

Name \_\_\_\_\_ Car Show Preregistration\* (\$10/car) \_\_\_\_\_  
Address \_\_\_\_\_ no. \_\_\_\_\_  
Banquet Dinners (\$12.75/person) \_\_\_\_\_  
no. \_\_\_\_\_  
Swap Meet Areas:  
Member (\$5.00) \_\_\_\_\_  
Member, Commercial (\$25.00) \_\_\_\_\_  
Commercial, Nonmember (\$50.00) \_\_\_\_\_  
Lone Star Chapter Club Items:  
Club Patch (\$3.00/ea.) \_\_\_\_\_  
Nationals T-Shirt (\$7.95/ea.) \_\_\_\_\_  
(include \$1.50/each for shipping and specify size: S, M, L, or XL) \_\_\_\_\_  
Total: \_\_\_\_\_

I plan to bring the following  
Falcons:

Year	Body Style

Make check or money order payable to:

Lone Star Chapter Falcon Club  
of America

Mail to: \_\_\_\_\_  
Barby Brunken  
3236 Amherst St.  
Dallas, Texas 75225

ED NOTE\*\*\*\*\*  
Send reservations to the motel/ send entries  
to Barby Brunken

CLASSIFIED ADS

FALCONS FOR SALE:

1963 Sprint convertible. 289, AT, PS, P top, New top, interior, paint, battery. Good tires. Chrome valve cover, air cleaner and PS reservor. \$2800, obo. Bill Dunfee 5912 Rye Way, Carmichael, Calif 95608. (916) 481 8130

1962 Stationwagon, 73,000 mi, 170, AT, trim pack, tinted glass, roof rack, padded dash, electric rear window. Interior immac. Body needs very little work. Asking \$2200 Jeff Compbell 933 12th Ave Prospect Park, PA 19076 (215) 461 0274

1964 Futura 2dr HDTP, 260, 4-spd. Part restored not rusty but needs work. Many parts included. \$1500, obo. Call 309 658 2891 eve.

1960 Rnch 6cyl, 3-spd very little rust, smokes a little. Driven daily 601 287 3668 \$750

1963 Sprint hdt. New rolled and pleated interior, hdliner, cpt, all new paint. 289HP with rbld 4 speed. also have 260. Tach, console all chrome w/rechromed bumpers. Chrome GT wheels with new radials. Car cover/new exhaust. Immaculate. \$3000. Robt Gallman, 2662 Timber Ridge Road, Harrisburg, NC 28075 704 455 9103

64 4dr, 6 cyl, 3-spd runs like new, usual rust \$450. 65 2dr hdt 6cyl, AT, runs good, little rust, dents, \$475. 67 2dr runs and looks poor \$250. Call Joe Bassett, Groton Mass after 6:30 617 448 6231.

1962 2dr sdn, blue w/ white top, rebuilt 170, AT many new parts including trans & exhaust, excellent running condition \$1200 Elaine Broderick, 751 W. Shore Trail, Sparta N.J. 07871. 201 7298364

1963 2dr hdt Futura. No motor or trans, bumped front fender but very restorable, Ranchero parts car. Both for \$250. Ester Hudson, Rt. 4 Box 237, Blackstone, VA 23824. 804 2924735 after 4.

PARTS FOR SALE

'64 289 5 bolt block everything new or rebuilt \$300 will deliver to Fall Carlisle. Lynn A. Jensen PO Box 672 Millsboro, Del 3029346131

Stainless steel fender skirts '60-'63 Excellent condition. \$65 Plus shipping Tom Schroeder Rt. 2 Box 45A Elkhorn WI 53121 414 7285435

NOS '63 Sprint Gas cap, used '63 Sprint steeringwheel, no horn ring, some cracks. Make offer Frank Golsch 1509 Lurey St. Long Beach CA 90807 213 3484

62/63 parts. 20¢ stamp for list have loads of parts; reasonable prices. ALSO 68/69 NOS front fenders. Offers. Louis Ironside 366 Westwinds, Almont, Mi 48003



Windshield washer pad/ \$1.75; hood seal/ \$7.95; Rear body to bumper seal/ \$3.75; Glove box liner/ \$10.95; Trunk mats/ \$19.95 65-65 inst lense complete/ \$19.95; orig hose clamp sets/ \$15 Falcon floor mats (4)/ \$35.95. ALSO plastic restoration service. all parts plus shipping (15%) Barby Brunken 3236 Amherst, Dalas, TX 75225 214 361 0115

Northwest classic Falcons is having a Spring special on carpets for Falcons at \$125 per set. These are serge bound, fully padded and cut and sewn for a perfect fit. We also have quality headliners in the original moon crater pattern at \$60 per headliner. Also at this time we have one NOS 63 chrome radio block-off plate and one good working 8 cyl later model optional Ford Tach (used on '65 and up) Our inventory of new, NOS, reproduction and good used Falcon parts continues to grow for all Falcons. Call 503 252 6513 or send needs with SASE to Northwest Falcons, 137 N.E. 109th Ave., Portland, OR 97220

Falcon Eddie has lots of 63 to 65 Falcon parts, especially for convertibles. Send wants and needs with SASE to Falcon Eddie, 2830 Belden Dr. L.A., CA 90068 213 463 0155

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze fritions, steels) front and rear seals sealing rings, \$50. Specify engine size and year, bands \$25 ea. Adjustable modulator \$6 bushings, washers, pumps and misc hard parts available. ALSO kits/parts for small and medium case c-4 and c-6. David Edwards, Box 245-FC Needham Hgts., MA 02194

Falcon Sprint Decal for Rt. Valve cover \$4.50 Ea plus 50¢ handling per order. Jim Lyle, PO Box 986 Warrerner Robbins Ga 31099

An amazing number of Falcon parts are available from Falcons over Indiana. Their speciality is '60 to '65 Falcons, with a very good selection of repair panels. Send needs and SASE to Falcons over Indiana Rt4 Box 118, Alexandria, Indiana 317 724 7601 after 5.

Ricky Dilks is parting out a '61 Futura with bucket seats. All parts are in excellent shape; body parts are primed and ready to paint. He will deliver parts to the Dalas Meet. Send wants with SASE, to 1709 Main, Osawatomie Kansas 66064 or call 913 755 6402.

Joe Basset is parting out a '66 2dr; a 64 4dr wagon; a 63 4dr sedan. All parts are for sale or trade. Call Joe after 6:30 his time at 617 448 6231, or write 123 Martin Pond rd. Groton, Mass 01450.

Lou Cortese cleaned out his garage and found quite a few Falcon parts including quite a few transmission parts (automatic). He also has 4 13" wire wheel covers, and other wheel covers. Write with needs and SASE to Lou Cortese, 433 Governor Circle, Wilmington Del, 19809, or call 302 764 7670

'67 Falcon Sports coupe parts: Complete front-end, complete red interior with bucket seats, both doors, etc. Everything for \$325 Must sell. Neal Anderson 4N928 Brown Rd. St. Charles IL 60174 312 377 5662 or 312 584 3723

'63 Sprint Conv. partilly disassembled but running and could be driven. Red interior w/buckets 60,000 orig miles. 99% complete. w/many other parts. New rear quarters, NOS front bumper, available with or without extra parts; prices are firm and not negotiable: \$1900 with out parts; \$2150 w/ all other parts too numerous to mention. (NOS Quarters and bumper is included in the first price) Milton Robar Rt. 67, Palmer, MA 01069 413 2833132 eves.

'63 Sprint hdtip AT very complete, original engine etc. condition 4. \$350. towable. H. McLean 1480 Nora Dr. Tallahassee, Fl 32304 904 576 8206 eves.

Jeff Feltner has lots of NOS and used parts for 60-68 Falcons for sale. He also has decals. Send needs and SASE to Jeff at Rt 6 Box 302B Winchester, Va. 22601. or call 703 662 1836 or 662 1046 Cash or money order only.

#### FALCON PARTS WANTED:

NOS chevron emblems for rear quarters NOS aluminum sill plates; Turquoise door panels all for '64 convertible. Karl Clark, 75 Torrey St. Easthampton, MA 01027 413 527 9076

For '64 Sprint: chrome air cleaner, Tach sprint or Rotunda. Steve Parsch #8 3rd st. Apt B Newnan GA 30263 404 251 1830

For 63 2dr hdtip: L&H inside door panels, prefer blue-green color, but will consider others. Must be very good condition. Robert Neill, Port Rd. Pulaski, NY 13142

For all Falcons: a reliable supplier of NOS or quality re-production Falcon components. Interiors, exteriors or body and mechanical parts. Holiday Ranch Falcons, PO Box 138, Marthasville. Mo. 63357, Attn Bill Sr.

For '63 NOS front fender spear for Sprint or Futura, inside rear view mirror. Gus Dessaulles, 8 S. Broad, Pawcatuck, Conn. 06379 203 599 2141.

For '63 convertible: fender skirts. Don Swenson, 1040 Northwood Dr. San Carlos, CA 94070

For 65 Futura: Horn ring, used, Mark Sumner, 2711 Immenuel Rd. Greensboro, NC 27407 919 855 7933.

For '63 Convertible: NOS Door w/s C3DZ7620530B/ 7620531B; Door scuff plates C3DZ 761308A/761309A Cowl Trim Panels C4DZ 7602344/ 7602345BAB (good or NOS) and one set 13" wire wheel covers. William R Gourley 201 985 3179.

For '63 Sprint: Steering Column. Linus McCaig, 125 White, Hopkinsville KY 42240 502 886 3440